

Transportation IWG Meeting Summary
Thursday, August 28, 2008, 9:00 a.m. to 4:00 p.m.
Sea-Tac International Airport

AttendanceCo-Leads:

Dennis McLerran
Katy Taylor
Lon Wyrick

Puget Sound Clean Air Agency
Washington Department of Transportation
Thurston Regional Planning Council

Workgroup Members:

Gordon Black	Bicycle Alliance of Washington
*Chris Carlson	Washington State Insurance Commission
Barbara Culp	Children's Hospital & Regional Medical Center
KC Golden	Climate Solutions
Lynne Griffith	Pierce Transit/Washington State Transit System
Wayne Grotheer	Port of Seattle
Bryan Imai	Washington State Auto Dealers Association
Bill Kidd	British Petroleum (phone)
*Dan Kieffer	PACCAR/Kenworth Trucks
Bill LaBorde	Transportation Choices Coalition
Michael McGinn	Sierra Club
Dave Overstreet	American Automobile Association
*Paul Parker	Washington State Transportation Commission
Ashley Probart	Association of Washington Cities
Larry Pursley	Freight/Trucking Industry
Bob Saunders	Washington Department of Ecology
*Jill Simmons	Seattle Department of Transportation
Harold Taniguchi	King County
Liz Warman	Boeing and Commute Reduction Program
<i>*Alternate for Preston Feight, PACCAR/Kenworth Trucks</i>	
<i>*Alternate for Mike Kreidler, Washington State Insurance Commissioner</i>	
<i>*Alternate for Jemae Hoffman, Seattle Department of Transportation</i>	
<i>*Alternate for Carol Moser, Washington State Transportation Commission</i>	

Absent:

Bill Clarke	Washington State Association of Realtors
Bonnie Geers	Weyerhaeuser/Quadrant Homes
Kim Lyons	Washington State University Energy Program
Bonnie Mager	Spokane County Commissioner
Glenn Miles	Spokane Regional Transportation Council
Carla Pryne	Earth Ministry
Kurt Vinnish	Tribal Transportation Planning Organization

Technical Staff and Support:

Morgan Ahouse	Sierra Club
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Jeffrey Ang Olson	Center for Climate Strategies
Rachel Smith	Seattle Department of Transportation
Anne Criss	Washington State Department of Transportation
Brian Lagerberg	Washington State Department of Transportation
Ann McNeal	Sound Transit
Andy Mortensen	Transportation Group
Joyce Phillips	CTED
Matt Hanson	King county
Peter Thein	Washington State Transit Association
Rob Willis	Ross & Associates Environmental Consulting, Ltd.

Background Documents

(Available online at http://www.ecy.wa.gov/climatechange/2008CAT_iwg_tran.htm)

- Agenda
- Quantitative VMT/GHG Reduction Analysis for T-1 Options
- Transportation Funding Presentation
- Background documents on Transportation Pricing Strategies and their implementations domestically and internationally
- T-4 Compact and Transit Oriented Development Discussion paper
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Discussion Items and Key Issues

1. CAT September Meeting Overview

- 1.1. The next meeting of the CAT will be on September 18-19. The Co-leads will present progress by the Transportation IWG to the CAT.
- 1.2. Members noted that it will be important to continue coordinating with CTED's Land Use and Climate Change Committee, particularly as land use strategies are developed.

2. Transit, Rideshare and Commuter Choices Subgroup Update (T-1)

- 2.1. Jeff Ang-Olson summarized the quantitative results of the VMT/GHG reduction analysis for the T-1 options. The subgroup compiled all the data on 2006/2007 and 2020 service supply and service demand. There are worksheets for each sub-strategy that are used to calculate the GHG impacts of that sub-strategy. Emission factors, fuel economy factors, and other universal parameters are included in separate worksheets. The GHG reduction numbers for each of the sub-strategies are calculated separately and then accounting for overlap, include an aggregate GHG reduction projection.
- 2.2. The T-1 subgroup presented the different substrategies, and TIWG members provide feedback.
 - 2.2.1. The T-1 subgroup combined the previously separate motorbus and electric trolley strategies into one fixed-route bus strategy with three different scenarios. The subgroup is leaning towards scenario three as containing the most realistic growth assumptions.
 - 2.2.2. The vanpool and vanshare strategy assumes two growth scenarios – one that assumes historic rates of growth, and one that assumes current rates of growth. The more aggressive approach reduces the outstanding vanpool backlog more quickly. For every 100 new van pool drivers, 83 used to drive alone. The TIWG asked the subgroup to think outside the box in order to quickly ramp-up expansion to overcome pent-up demand.
 - 2.2.3. Many of the strategies take advantage of existing programs and projects, and have components that focus on education and lifestyle changes.

- 2.2.4. The TIWG discussed that the challenge and opportunities are not equal across Washington. In high-urban areas like the Puget Sound region, there are more VMT and GHG emissions to address. Goals may need to be geographically differentiated in order to accommodate these differences and be realistic and achievable.
 - 2.2.5. The TIWG members suggested that the T-1 subgroup focus explicitly on overcoming constraints that would have the biggest payback.
 - 2.2.6. The TIWG will not only look at the short-term strategies, but identify constraints that need to be addressed in order to establish the longer-term pathway.
 - 2.2.7. Identify the key policy issues to ensure that sufficient GHG and VMT reductions can be achieved.
 - 2.3. Next steps: The T-1 subgroup will summarize the mode-shift assumptions that were used to develop the T-1 strategies, and identify constraints and opportunities to remove them. The TIWG will continue to think about how these strategies interact with the other Transportation recommendations around pricing options and development planning, and supporting principles like moving people and goods more efficiently.
3. **Compact and Transit Oriented Development (T-4)**
- 3.1. The TIWG discussed the latest thinking of the T-4 subgroup, including information on T-8 (bicycle and pedestrian accessibility).
 - 3.2. The TIWG does not want to lose the branding of the “complete streets” concept, but wants to ensure that the policy objectives are clear. The concept does not mean every street needs to look a certain way, but that streets are designed to meet the service needs of the neighborhoods. Updates are triggered by major renovations or new construction. Many state highways serve as main streets for small and medium cities and could benefit from a “complete streets” evaluation.
 - 3.3. The TIWG discussed ensuring that appropriate resources are provided to small communities and framing the criteria as aspirational rather than mandatory.
 - 3.4. T-1 and T-4 are inextricably linked, and need to be presented together.
 - 3.5. The T-4 subgroup will further develop the context of the complete streets concept, and address why it’s in the state’s best interest to have a state-wide complete streets policy, at what level the policy should apply, and whether it should be an opt-in or opt-out policy. The subgroup will circulate revised language to the full group.
 - 3.6. Jeff will summarize the model used to quantify the recommendations and the underlying assumptions, and the subgroup will capture the rationale for the decision-making.
 - 3.7. Concurrency
 - 3.7.1. The TIWG is developing its concurrency recommendations in coordination with CTED’s Land Use and Climate Change committee. The TIWG recommends multi-modal concurrency measures.
 - 3.7.2. TIWG members who are also on the LUCC committee will help represent the position of the TIWG.
4. **Transportation Funding**
- 4.1. Amy Arnis, CFO for Washington Department of Transportation, gave a presentation on WSDOT funding (the presentation is available on the website).
 - 4.2. The TIWG discussed the funding challenges and opportunities.
 - 4.2.1. Tolling is an appealing option to some members as a way to manage system efficiency and to finance transit.

- 4.2.2. WSDOT has an incredible challenge to accelerate actions to reduce VMT while revenue decreases. The TIWG will discuss how best to align incentives to reach the goals in light of these challenges.
- 4.2.3. The TIWG will attempt to provide a statement regarding funding strategies and key policy decisions that incorporate GHG and VMT reduction criteria at a high level.
 - 4.2.3.1. In addition, members recommended that the funding statement include a review of existing obligations in light of the changing financial situation and the VMT/GHG reduction targets.
5. **Public Comment**
 - 5.1. Morgan Ahouse of the Sierra Club noted that for the incentive strategies to work, many different individuals will need to make different decisions. The willingness of individuals to make change may change over time. Opportunities for education and outreach to build support as well as lower the bar for what incentives will work should be explored.
6. **Transportation Pricing Subgroup Update (T-3)**
 - 6.1. The subgroup is continuing to develop a framework statement that describes the principles around funding issues, a description of potential strategies, and a statement about the GHG and VMT reduction potential of the various approaches.
 - 6.2. One challenge in reviewing pricing issues is that many different policy objectives can apply to transportation pricing. There is also not a lot of experiencing designing pricing strategies to meet the objectives of GHG and VMT reduction.
 - 6.3. Members discussed the importance of considering increasing public demand and changes in behavior and expectations that are anticipated by 2020. The public's perception around these issues will change.

Next Steps

- The subgroups will continue to develop strategies for consideration by the full IWG and for presentation by the Co-leads to the CAT at the upcoming September 18-19 meeting.

Next Meeting

The next Transportation IWG meeting will be a full-day meeting on September 11.